

FOR OFFICIAL USE ONLY

September 12, 1962

Special Flights - Code Word Garlic

Chief, ARTC Center - Miami

All Watch Supervisors

25 YEAR RE-REVIEW

Beginning immediately, special SA16 flights with identification "Garlic (number)" will operate from McCoy AFB over Key West or Marathon via one or more of the following routes:

Route ALPHA-MCO V152S LAL V7 FMY V225 EYW

Route BRAVO-MCO V267 PHK direct TMT direct MTH

Route CHARLIE-MCO V267 PHK direct TMT direct EYW

Key West
Marathon
MCO - MCCOY
PHK - PAHOKEE
TMT - TAMIA MI
LAL - LAKE LAND
FMY - FT. MYERS

Flight plan information will be received in abbreviated form by long distance phone call from Orlando AFB, Rescue Squadron Command Post. This information will consist of "Garlic (number), route (ALPHA, BRAVO or CHARLIE), altitude southbound, altitude northbound, ETE to end of route, proposed departure time".

Flight progress strips shall not be maintained for the flights. Shrimp boats may be used, employing "GC" as the abbreviation for "Garlic".

Clearance will be requested in the normal manner by McCoy Tower. The Center controller shall insure that Orlando Tower monitors this request. Each "Garlic" aircraft will have priority over any other aircraft. Therefore, immediate Center approval shall be issued in the following phraseology: "Garlic (number) cleared via route (route requested), maintain (altitude requested)". The Orlando Tower will add local instructions as necessary. Other operations shall be interrupted or altered as necessary to provide adequate separation for these flights.

McCoy Tower will advise the Miami Center and Orlando Tower of the departure time. Orlando Tower will radar hand-off the aircraft to Miami Center and Miami Center shall radar monitor the flight en-route to the extent possible with radar.

The flights will maintain radio silence while under Center jurisdiction on the southbound route. IFR separation shall be provided the flight, either by radar or non-radar separation standards

FOR OFFICIAL USE ONLY

FOR OFFICIAL USE ONLY

- 2 -

until ten minutes after the ETE to end of route.

The northbound routing will be the reverse of that flown southbound. Radio silence will be broken near 24° north. Normal clearance procedures will be in effect for the northbound routing. The flight shall be cleared via the route and altitude requested. No information shall be forwarded to ADC reference these flights unless specifically requested by the pilot.

In the event it is necessary to contact the Orlando AFB Search and Rescue Command Post concerning these flights, the Watch Supervisor shall call Lt. Col. James Jones or Major Robert Perry, collect, at GA 5-9023, Orlando, Florida.

Information contained in this memorandum is not to be discussed with any person or persons outside this facility, except as indicated in the preceding paragraph. Further, the flights should not be discussed within the facility, except on a need-to-know basis.

One copy of this memorandum shall be retained in the FAA/USAF restricted communications binder at the Watch Supervisor's position. No portion of this memorandum may be reproduced.

W. P. Laverett

FOR OFFICIAL USE ONLY

